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KING WILLIAM'S PROGRESS TO THE BOYNE.

REVIEW.—HISTORIC SOCIETY OF LANCASHIRE AND CHESHIRE.—PROCEEDINGS AND PAPERS. Session IV., 1851-52.

It gives us pleasure to notice, in our first number, this volume, the third or fourth of a series that may be expected to bring to light much curious historical matter. Few parts of Great Britain possess richer stores of information than the County Palatine of Lancaster, owing to the number of ancient families and records still remaining; for neither the wars of the Roses nor of the Commonwealth produced the sad havoc there that accompanied civil wars in Ireland. It is true that Dr. Whitaker, that most accomplished local historian, has taken a first crop off this rich field; but still much valuable material is left to be gleaned by societies like the present. Some curious old collections, we believe, remain almost untouched—for instance, at Townley Hall; and it is not many years since the Parker collection was broken up, where Dr. Whitaker spent many laborious—but, we have no doubt, happy—days, in investigating the history of his native county. We trust the Society, to whose labours we are now referring, will, as far as possible, prevent these old family collections from leaving the Duchy.

The volume before us takes a very wide range of subjects:—Pre-historic Period—British and Saxon Period—Mediæval and Modern Period—Architecture—Topography—Genealogy, &c., &c. and, on all these, contains articles of interest; though, perhaps, in some instances, too local in their character to be generally appreciated. From the miscellaneous articles we are tempted to extract the following passages, which occur in a paper, by Joseph Mayer, Esq., F.S.A., on “The alleged Royal Visits to Liverpool.” This memoir contains several notices respecting the progress of King William III., which will be interesting to our readers, from their connexion with the history of this part of Ireland. By the kind permission of the Society, we are also enabled to give copies of the original illustrations of this paper; and, we may here add, it is our intention, in our next number, to continue the subject of this royal progress, by tracing His Majesty’s course from his landing on our own shores to the scene of the battle which secured him the crown of these countries.

The place of embarkation was Hoylake; for, according to our author, “there were many reasons why Liverpool was not chosen as a place of rendezvous—amongst which was the uncertainty of obtaining provisions for the army in that neighbourhood; as the country was, for the most part, an uncultivated waste, for many miles round, on this side of the Mersey, entirely without roads, and the necessary means of conveyance.” This appears to have been well known to the authorities of that day; and we find, some time before, that orders were given to the Commissariat, as follows:—

“Instructions to be observed by Godphrey Richards, Purveyor of their Majesties Train.

“You shall, with all convenient speed, repair into England, p’ticular into County of Lancaster and ye adjacent there, to bargain for, and buy att the chepest rates, & in y^e most convenient place or places for shipping off & transportation to Belfast, in this province, such & so great a quantity of good, cleane, dry, and wholesome oats, as may be a convenient supply

in y^e season, for y^e Horses of their Maj^{ties} Train. And if y^e may not be had in & about Lancashire for & at a reasonable Price, you are to use all Expedition in repairing to Milford-haven and the country adjacent, their to buy y^e said quantity of y^e said grain, in which yo^u shall use yo^r utmost care, skill, & Diligence.

“And for a supply of money to buy or purchas the said quantity of oates, yo^u shall have & recieve a lett^r of creadite directed to y^e Hono^{ble} S^r Henry Goodrich, Knight & Barr^{tt}. Lt. Genrall of their Maj^{ties} Ordinance & y^e rest of y^e principall officers of y^e same, to supply yo^u with any sum to any place, for y^e purpose aforesaid, not exceeding three Hundred Pounds starling. And in regard expedition is to be used in y^e s^d service, for y^e better performance thereof yⁿ shall also recieve a warr^{tt} for one of y^e ships now in their Maj^{ties} service, to Transport y^e said oates into y^e s^d Towne of Belfast, of 35 Tuns, or thereabouts.

“You shall also observe such further ord^{rs} & Instructions as from tyme to tyme yo^u shall recieve of me, or shall be sent yo^u by S^r Henry Goodrich & the rest of the Principall Officers of y^e Ordinance before mentioned.

“Given att y^e head Quarters at Lisborne,* this 8th of January, 1689, in y^e first yeare of their Maj^{ties} Raine, &c.”

“SCHOMBERG.”†

“Let us now trace the records of the Royal progress, and we shall find it stated that King William left London on the 4th of June, 1690; slept at Peel Hall, the seat of Colonel Roger

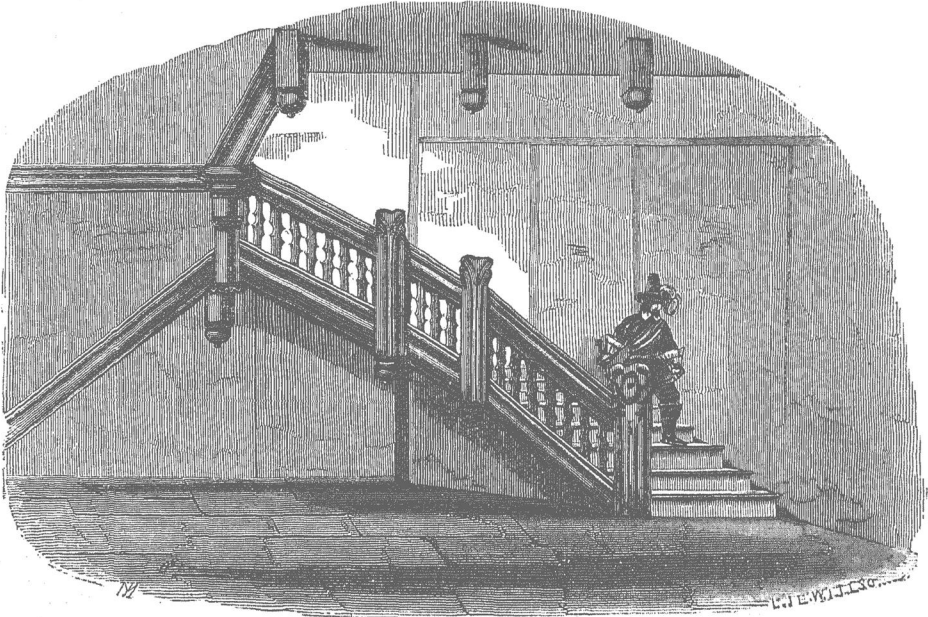


KING WILLIAM'S ROOM, PEEL HALL, CHESHIRE.

* Now Lisburn, in the County of Antrim.

† The original of this Document is now in the possession of Joseph Mayer, Esq., Liverpool.

Whiteley, near Tarvin, on the 9th. The next day we find him at Chester, and, being Sunday



STAIRCASE, PEELE HALL, CHESHIRE.

morning, attending Divine Service at the Cathedral. From thence, the same afternoon, he travelled to Gayton Hall, near Parkgate, the mansion of William Glegg, Esq., where he staid on the night of the 10th;* and the next morning, commanding Mr. Glegg to kneel before him, he struck him on the shoulder with his sword, and, putting out his hand, raised him as Sir William Glegg. Departing from Gayton, he at once proceeded to the Leasowes; and the troops, striking their tents, were put in motion, and embarked on board the Royal Fleet (at a point since called the King's Gap), lying on the Lake, and sailed out with the tide at noonday.

“The following order corroborates the date of the King's staying at Gayton :—

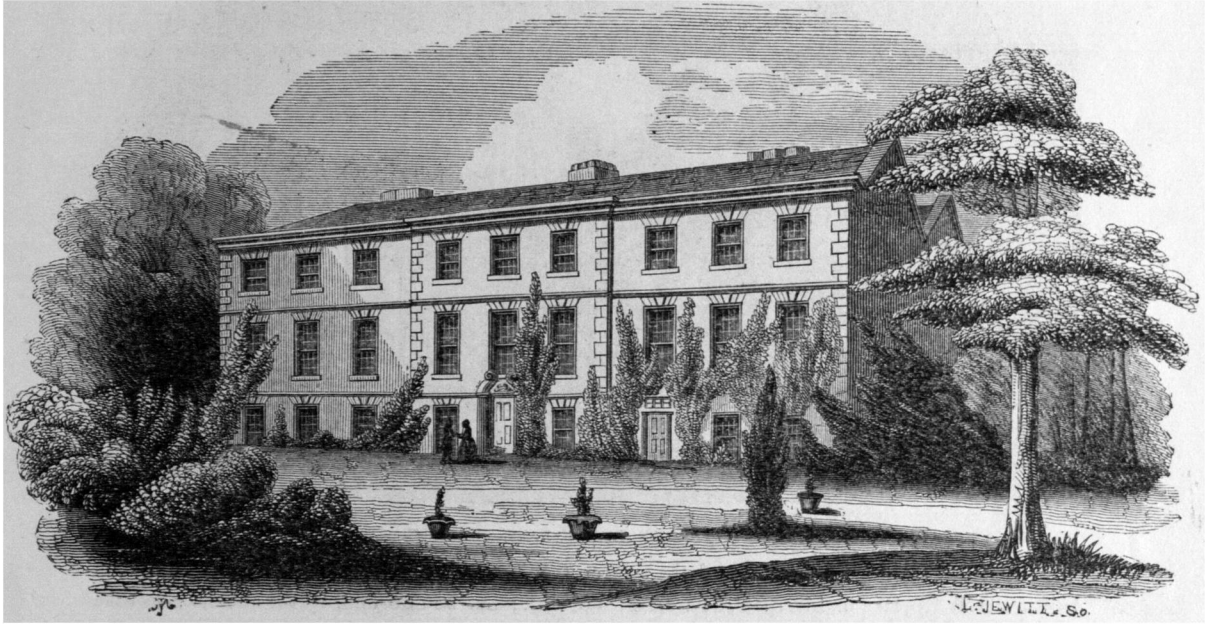
“By virtue of His Majesty's order, dated at Gayton, the 10th day of June, 1690 :—I doe discharge you, William Reymer (formerly) Edward Tarlton, master of the James of Liverpool, from his said Majestie's service; and you are hereby discharged from the day of the date

* It was during his stay at Gayton, that the King granted, to Sir William and his heirs for ever, the free fishery of the River Dee; which right is now exercised by his descendants.

hereof. Given at my office, at Hoylake, this Eleventh day of August, Anno domini, One thousand six hundred & ninety.

“SAM^l. ATKINSON.”

“To William Reymer (formerly) Edward Tarlton, master of the James, of Liverpool.”*



GAYTON HALL, CHESHIRE.

“This Edward Tarlton was the person who piloted the King’s vessel from Hoylake to Carrickfergus.

* Copied from the original document in the possession of Mr. Thomas Moore, a descendant of the Tarltons. But, for the above service and others rendered to the King, we find that Edward Tarlton never received his due reward; and his widow, petitioning the Parliament, received the following order—though never paid:—

Transport Office, Aug. 20, 1695.

No. 252.

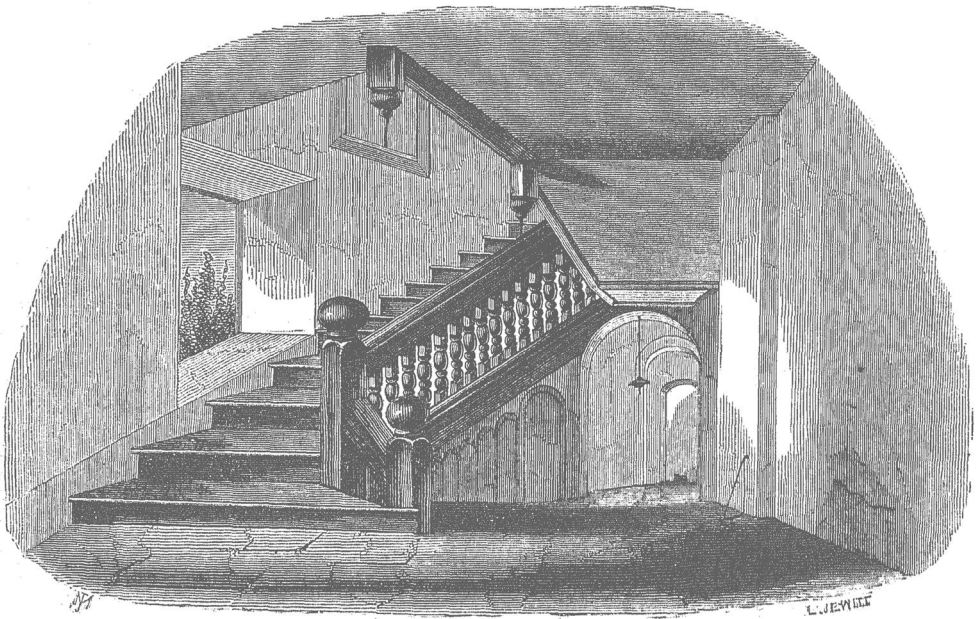
“Whereas, by an Act of Parliament passed in ye seventh year of his Maties Reign, ye Commrs of Transportation are Impowered and Directed to make out authentick Debentures for all and every the Ships hired for Transporting Forces, Ammunition, and Provisions, for reducing ye Kingdom of Ireland to its due obedience to his Matie. We, ye said Commrs, doe certifie that there is due to the Ship Wheel of Fortune, Ralph Standish, Mr the sume of fourtey three Pounds & Eight Shillings, as appears by an acct in ye Books of this office, and is hereby to be pd to Mrs. Ann Tarlton, or her assignes, for ye use of ye owners of said ship.

“Entered in ye Auditor’s Office,
pr order ye Comm.

JOHN HENLY.”

P

“SAM. ATKINSON.
“ANTH. DUNCOMBE.
“ROBT. HENLY.
“THO. HOPKINS.”



STAIRCASE, GAYTON HALL, CHESHIRE.

By a computation of the state of the tide on the 10th of June, 1690, old style, I find it was high water at Hoylake or Liverpool, at nine o'clock, A.M.; but we now find, by the alteration in time of flowing of the tides, that, by the present computation of rise and flow, it would have been twenty-two minutes past eleven. The former computation is, however, no doubt correct; as we find that the King's ship, on board of which his Majesty was, grounded on a bank near the Point of Ayre, off the Isle of Man, at about four o'clock the next morning. This being the low water of a spring tide, his vessel did not get off for more than an hour afterwards; and the bank has ever since been called "King William's Bank."